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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On October 10th, the wife of FRANK BROWNE, of a son. [1044]

On September 24th, at Siau Kan, Huipoo, to the Rev. Wilson H. and Mrs. GELLER (L.M.S.) a son.

On October 2nd, at Shanghai, to Mr. and Mrs. W. W. Lockwood, a son.

On October 2nd, at Chinkiang, the wife of CHAS. A. HOWARD, of a son.

HONGKONG OFFICE: 10A, DES VIEUX ROAD, LONDON OFFICE: 131, FLINT STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 11TH, 1907.

THERE is a certain class of topics which when once started either in diplomatic circles or the Press are certain to be grossly exaggerated, and to be insisted upon as important long after the original exaggeration has been fully exposed. Needless to say this characteristic is usually found among subjects which afford a good opening for some popular catch-word. Free Trade, Free Labour, Free breakfast tables—anything in fact that may be called Free—are among the salient examples at home; while abroad, "perils" are especially popular as subjects for discussion and vituperation. We have Yellow perils and black perils—and it may be presumed, as time goes on we shall have perils of every shade between the two. The Yellow peril, though becoming feeble of late, dies very hard, and we shall probably not hear the last of it for many years yet. Then there is the peril of Japanese supremacy in the East, as though it were not absolutely necessary that there should be some dominant power in these parts to assist in maintaining reasonable

relations with the countries with which foreign nations have to deal and with which upon the whole European nations have shown themselves, very little able to deal effectively.

The latest "peril" which has attracted attention and formed the subject of innumerable disquisitions is that of the domination of the Pacific. The idea was started by Russia before the recent war with Japan and was emphasized by the Emperor of Germany to the Tsar in his well known message in which "The admiral of the Atlantic" congratulated the "Admiral of the Pacific." Russia cannot at the present day at least be looked upon as the dominant power in the Pacific, though it would be a mistake to imagine that, notwithstanding all her disasters, she has altogether abandoned her aspirations in that direction—and that the time may not come when she may try once more to assert them though no doubt in some less emphatic manner than in going to war with Japan or any other strong power. In the meantime the idea has been set about that there is certain to be great rivalry between Japan and the United States for what is termed the mastery of the Pacific. The subject is a good one for academic discussion. Japan has just succeeded in virtually establishing herself in Korea; and the United States are established in Manila—ergo, it is assumed these two nations must be regarded as competitors for domination in the Pacific. This is really about the sum total of any substantial arguments that can be advanced on the subject, but it is quite enough to afford a good subject for effusive writers and nervous diplomatics. The simplicity of the theme commands it to the public who love a simple issue, and have a strong dislike to modifying facts that may stand between their major premises and their conclusions. But can any one who is moderately acquainted with the actual circumstances seriously believe that there is ever likely to be any danger of such a rivalry between Japan and the United States for domination in the Pacific as might lead to hostilities between the two nations? When writers of the kind above indicated deal with the subject they seem to look upon the Pacific as if it were some small but important territorial possession like Belgium. The Pacific is a tolerably large Ocean and it would tax either Japan or even the United States pretty heavily to subdue it in "command" of it, in the same way, for instance, as Great Britain is supposed (let us hope correctly) to have command of the English Channel. It is a grand idea suitable for Kaisers and Tzars, but one which diminishes very much in importance when the real facts connect with it are looked into with any critical attention. It will tax the resources of a very great nation with a very determined purpose to make any attempt to command the Pacific.

Japan is far too well advised to do anything which the most apprehensive of persons could fairly construe into an act of the kind, and the experience of the United States in Manila is not so encouraging as to make that country desirous to extend her responsibilities in that direction. On the contrary the trouble and expense they have had is much more likely to cause a reversion to their old policy of devoting themselves to the development of their own splendid territory and accepting as little responsibility in distant ports as may be possible.

No doubt both Japan and the United States will be on the alert, just as other nations are, to preserve their interests both in the Far East and in the Pacific and there may occasionally be conflicts of interest and at times somewhat acute rivalries, but such matters are susceptible of adjustment between nations possessed of common sense. It is not to be forgotten also that no nation has been on more friendly terms with Japan than America, nor has any nation done more for the last half century to preserve the peace in the Far East than the United States. The idea, therefore, that a rivalry for so vague an object as what is termed the domination of the Pacific is likely to become a subject of acute antagonism may when the question is considered in the light of actual facts instead of somewhat high-flown theory, be dismissed as one outside the sphere of practical politics at all events for many long years to come.

The 23rd plague case was notified yesterday. As the Middlesex Baud are to play at Government House on Saturday next, they will not be available to play during dinner at the Hongkong Hotel that evening.

In reply to a telegram from Peking urging him to go up for an audience and to accept sole employment again, ex-Viceroy Tien Ch'un-hsun has replied that he does not care to do so as he is preparing for a trip to Western countries to study the political conditions and customs of Europe and America.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals—St. Stephen's College \$100 and St. Paul's College \$3.

A missing engineer, Mr. Manuel Essler, after being absent a year travelling in China, Manchuria, and Korea, writes us to state that he has returned to Japan to examine a reported large copper and silver deposit.

Grand Secretary Chang Chih-tung has proposed the creation of an Admiralty to control the proposed new Chinese Navy, independent of the Ministry of War. The proposal will very likely be sanctioned by Imperial decree. It is also stated that an officer of the rank of Admiral, who has learned his profession in some Foreign Navy, will be made Minister of Marine.

Yesterday morning the U.S. transport *McLellan* arrived in port, bringing Colonel George Andrew, Adjutant General of Division; Capt. R. H. Noble, A.D.C. to the Governor-General of the Philippines; Mr. George T. Langhorne, A.D.C. to the Division Commander, Manuel D. Yciarte, Dr. T. L. Rhodes and others to meet the Hon. W. H. Taft and Mrs. Taft on arrival here.

By command of the Empress Dowager Prince Ching acted as "go-between" lately to bring about the betrothal of the youngest daughter of Grand Secretary Chang Chih-tung to the fourth son of Grand Councillor Yuan Shih-kai. This will force these two high officials to become friends *noblesse oblige* by uniting their two families by marriage. Rivalry and jealousy have hitherto been the cause which separated these two powerful satrapas.

Throughout yesterday afternoon many ladies attended the Italian Convent, Caine Road, to inspect and purchase dresses and other useful embroidered articles, the work of the pupils. As in former years, the work exhibited was much admired, and the cheap prices at which it was offered for sale commanded many purchasers. Lady Lugard, accompanied by Captain Ogde, A.D.C., attended during the afternoon, and examined the various articles displayed with considerable interest.

Grand Secretary Chang Chih-tung advised the Empress Dowager on Monday to retire from public affairs and have a "good rest," for as the government has its hands so full, "the Imperial health would certainly be affected by too persistent attention to the difficult problems before the Throne at the present moment." Is this a hint to her Majesty to resign the reins of Government? But in whose favour—as Chang and Yuan are both opposed to the Emperor—queries the *N.Y. Daily News* translator.

A Masonic trial is about to take place in Paris. The culprit is Brother Pierme. He is master of one of the Paris lodges owing obedience to the Grand Orient, the principal Masonic organisation in France. His offence is that he has been seen in conversation with the notorious Bidegain, who, when Assistant Secretary to the Grand Orient, went over to the enemy and gave away the system of "fiches" or secret reports whereby General André, when War Minister, was kept informed of the political leanings of army officers. Brother Pierme is to be solemnly arraigned before his own lodge and called upon to explain his conduct. Innumerable life is a civil servant on the staff of the Colonial Office and holds a post in West Africa. Hitherto he has managed to perform his duties and draw his salary in Paris but he has now been called upon to take up his post in person. The coincidence of this order with the masonic set-back he has encountered is generally interpreted as additional proof of the influence wielded by the brethren in high quarters.

SUPREME COURT.

Thursday, October 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

ALLEGED FORGED CHOPS.

The part heard case was concluded in which Lam Wing, as endorsee of Hau Kee, sued the Po Sang firm to recover the sum of \$500.81, amount of principal and interest due under a promissory note for \$500 made by the defendant firm on August 21st, and payable to Hau Kee on demand. In the alternative the plaintiff claimed as assigned \$500 for money lent to the defendant firm.

Mr. R. Harding appeared for the plaintiff, and Mr. R. A. Harding for the defendant. Mr. R. Harding—I am not quite sure of the position of this case at present, your Lordship, but I understand the man Mui is in the box and I am entitled to cross-examine him.

Mr. R. A. Harding—The case was adjourned for my friend to produce Hau Kee. He should be put in the box first.

His Lordship—I don't think Hau Kee's evidence will have the slightest effect with me. Mr. R. A. Harding—My clients may have in view other proceedings, and we should like to know this man.

Mr. R. Harding—I am going to ask your Lordship to allow me to call further evidence to rebut the defendant's evidence.

His Lordship—As the matter stands you have got a case.

Mr. R. Harding—No, but if allowed to call this fresh evidence I will have a very strong case.

The manager of the defendant firm, recalled, was again cross-examined by Mr. R. Harding.

He said he kept the chops of the firm at night, but handed them to another man by day for the purpose of carrying on the business.

Re-examined—The shop on the stamp forms produced was not the shop of his firm. It was a forgery. Neither were the signatures on further stamp forms placed before the Court the signatures of any persons in his employ.

The case was adjourned.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

AN EMPEROR'S ILLNESS.

LONDON, October 10th.

The condition of the Emperor of Austria is worse.

ANOTHER SHIPWRECK.

LONDON, October 10th.

The "Mervinian" has foundered in the Bay of Biscay.

THE INDO-CHINA GARRISON.

LONDON, October 10th.

The Budget Committee propose a large reduction in the Indo-China garrison.

THE "LUSITANIA".

LONDON, October 10th.

The Budget Committee propose a distance of 1,225 knots in 48 hours.

CANADIAN ENVOY TO JAPAN.

LONDON, October 10th.

The Canadian Government is sending Mr. Lemire, Minister for Labour, to Japan in connection with the question of restricting Japanese immigration to the Dominion.

ROYAL VISIT TO KOREA.

TOKYO, October 10th.

The Crown Prince left Shimbashi to-day for Korea. Great importance is attached to the visit.

[REUTER'S SERVICE.]

THE HAGUE CONFERENCE.

LONDON, October 8th.

After rejecting various sections, the Arbitration Committee has adopted an obligatory arbitration scheme by 31/3; the minority including yesterday's minority; Japan and Italy abstained from voting; Russia assented with wide reservations. The vote is regarded as a pyrrhic victory to the advocates of the scheme.

[N.Y. Daily News Service.]

FROM SHANGHAI TO CHINKIANG.

A TRIAL TRIP ON THE NEW RAILWAY.

Chinkiang, October 2nd.

To-day's trial trip along the newly completed line to Chinkiang of the Shanghai-Nanking Railway has been highly successful. It was hoped by the authorities that something of a record run would be made, and the results are well up to expectations.

We started this morning from the Shanghai Station at 6.45. At 11.45 we drew up at Chinkiang, thus accomplishing in under five hours a journey which, perhaps, four times as long to cover by water. The average speed, deducting the time taken for occasional stoppages, was thirty-seven and a half miles an hour.

The line to Chinkiang will be opened to the public on October 15th.

BOXERS BEHEADED.

Kanchoufu, October 1st.

Mr. J. Meikle, of the China Island Mission, is safe and has gone to Kianfu. More soldiers are arriving. All is quiet to-day.

Kanchoufu, October 2nd.

His Honour King, provincial judge, has gone with troops to Fengkang and is calling on the gentry to give up the Boxers. At Nanfu two Boxers have been executed.

LORD LI.

Marquis Li, the new Chinese Ambassador to Great Britain, made an unauthorised return to Government House on Wednesday night to the German Mail steamer "Goeben." He did not come ashore again but received a number of callers on board yesterday morning.

FIRE ON A JAPANESE COLLIER.

A serious fire occurred in Chefoo harbour on

the night of September 30, resulting in the total destruction of the Japanese steamer Nagata Maru. The Nagata Maru had just arrived from Chinawatoo, with a full cargo of 1,310 tons of coal. The fire began at 8 p.m., apparently in the neighbourhood of the engine room, and rapidly spread aft. Boats with pumps, from the Russian, Austrian and Chinese warships in port were alongside in about twenty minutes, and the flames on the after deck were extinguished, but it was found impossible to overcome the fire below, which could be seen glowing through the port holes in the Nagata's side. A little after 9 p.m. a tremendous outburst of flames shot up from the doors and passages of amidships and the chart house was soon enveloped also. The Customs launch, which had been standing by, managed to take up a bawser from the forepart of the vessel, and after the moorings had been slipped, towed the Nagata out of harbour. Messrs. Butterfield and Swire's launch, the Ventian, which was on her way with passengers for the Shunlun, went to assist, and although the ropes parted once, the two launches succeeded in reaching the burning ship in front of the Chester Club. The Nagata Maru was then

in any way weaken the hands of the authorities in suppressing crime—which may be legitimately called crime.

HIS EXCELLENCY—The hon. gentleman at the end of the table said I had not been long in the Colony, neither the Attorney-General. That is very true, but I have been here long enough to give consideration to this Bill which is of exceptional interest. I was particularly struck in studying the papers by the argument that it punishment by stocks was made too common, law abiding people like the Chinese would cease to be able to recognise criminals whom they really condemned. I think that is a very strong argument, gentlemen. As it is, when law abiding citizens go down the street and see any prisoner in the stocks, they recognise his features and can at any time afterwards take measures of precaution against him. If on the other hand the person is put in the stocks for per' ty off meets such as instance as hawking, or some of the others to which the Attorney-General alluded, we will cease to carry with us the public opinion of the large majority of the lower class Chinese. I think that is a very important point. Beyond that remark I have nothing further to say than what was said by the Attorney-General, that the Bill in no way weakens the hands of the Government or detracts from our power to impose a penalty in accordance with tradition and with the law of the Colony for many years past (applause).

The Bill was read a second time, and the Council went into committee to consider it clause by clause.

On resuming, the ATTORNEY-GENERAL reported that the Bill had passed through committee without amendment and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the bill was read a third time, passed and became law.

THE ESTIMATES.

The COLONIAL SECRETARY moved that Council resolve itself into a committee of the whole council to consider the Bill entitled An Ordinance to apply a sum not exceeding Four million nine hundred and ninety-two thousand nine hundred and fifty-three Dollars to the Public Service of the year 1908.

The COLONIAL TREASURER seconded, and Council went into committee.

On resuming, the COLONIAL SECRETARY reported that the Bill had passed through the committee without amendment, and moved that it be read a third time.

The COLONIAL TREASURER seconded, and the Bill was read a third time and became law.

PUBLIC NOTARIES ORDINANCE.

The ATTORNEY-GENERAL—with regard to the next order of the day, Sir, I do not propose to move that Council go into committee on the Bill relating to the appointment of notaries.

Hon. Mr. OSBORNE—I think your Excellency will permit me, although I am not in order, I would like now, as I am leaving next week for North China, to bring to the notice of the Council certain facts which I have been asked to bring forward. As they are of a somewhat technical nature I will, with your permission, read some extracts from the letter addressed to me—"In England only those persons who have served articles for five years, in London for seven years, to a notary public are themselves appointed notaries."

The ATTORNEY-GENERAL—On a point of order. I have not moved the second reading of the Bill and it would not be open for me to reply to any observations of the hon. gentleman. I would therefore suggest to him that he reserves any observations on the Bill he wishes to make until I am ready to move the second reading.

Hon. Mr. OSBORNE—I understood the second reading was moved.

His EXCELLENCE—The second reading was postponed.

The COLONIAL SECRETARY—I think the hon. member were to forward the letter he has received, it would receive every consideration.

Hon. Mr. OSBORNE.—Yes, Sir.

SEDITIONS PUBLICATIONS ORDINANCE.

The ATTORNEY-GENERAL—Before moving the third reading of the Bill to prevent the publication of seditions matter, I would ask that the Bill be recommitted in regard to a very simple matter. It will be within the recollection of the Council that the hon. gentleman opposite addressed a question to me as to whether a magistrate would have power to deal summarily with the penal clauses of the Bill. I expressed the opinion at that time, and I still adhere to it, that a magistrate would not have power to deal summarily with a prisoner. I did so having regard to Ordinance 3 of 1890, which enumerates in the schedule the list of offences excluded from summary jurisdiction, and mentions the printing or publishing of blasphemous, seditious or defamatory libel. This Bill is to prevent the publication of seditions matter, and when I gave the answer which I did to the hon. gentleman, I was of the opinion that it would be excluded from the summary jurisdiction of the magistrate, but it is just possible that other people may take a different view, that some one may construe the law differently to what I do, and as it is the desire of the Government that all these offences should not be dealt with summarily, I ask the permission of the Council to move the recomittal of the Bill in order to insert the express words, providing that the offence shall only be dealt with by the Supreme Court.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL—I beg to move the following new clause—"No person shall be convicted of an offence against this Ordinance, except by the Supreme Court."

This was agreed to, and on Council resuming the Bill was read a third time, passed and became law.

HIS EXCELLENCE—Council stands adjourned until Thursday, 24th instant.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held—the Colonial Secretary presiding. The following votes were passed.

GOVERNMENT HOUSE REPAIRS.

The Governor recommended the Council to vote a sum of three thousand dollars (\$3,000) in aid of the vote, Public Works Extraordinary, Miscellaneous, Hot water apparatus and baths, Government House.

EVENING CLASSES.

The Governor recommended the Council to vote a sum of seven thousand three hundred and thirty-six dollars (\$7,336) in aid of the vote, Education, Department of Inspector of Schools—Other Charges, Evening Continuation Classes.

CONCERT AT THE THEATRE ROYAL.

Under the distinguished patronage of His Excellency the Governor and Lady Lugard, a very successful Concert was given at the Theatre Royal last evening, and the promoters must have felt well satisfied with the result of their efforts. That the Concert would be a success was a foregone conclusion; the name of Mrs. F. H. May, who in conjunction with Mr. Denman Fuller, arranged the programme, was sufficient guarantee for that. But even their expectations must have been exceeded by the brilliant and representative gathering, and by the success of a well arranged programme. His Excellency and Lady Lugard and party arrived promptly at 9 o'clock, when the concert commenced. The stage was carpeted in green with a pleasing background of rural scenery. For "Sweet Charity's" sake one often suffers many things, but on this occasion a delighted and enthusiastic audience were able to enjoy a concert that would have done credit to a Colony with far greater artistic resources than Hong Kong can boast. The charitable object in aid of which the concert was arranged, must commend itself to everyone. We in Hongkong have particularly warm sympathies towards those who "go down to the sea in ships" and "have their business upon the deep waters," and the "Seaman's Mission" is evidently a popular charity which it is hoped will be greatly benefited financially by the success of the evening.

The programme opened with a Part Song "My Love is like a Red Red Rose," sung by Mrs. Bellios, Mrs. Kow, Mrs. Perkins, Messrs. E. B. Ayris, S. Moore, E. S. Carruthers and H. B. L. Dobbiggin. The Rev. M. Longridge received great applause for his songs "The night," and "Myra" which were sung with great feeling and sympathy, while Mr. Denman Fuller was at his best in a scherzo of Chopin's, a composer of whose works Mr. Fuller is a worthy exponent. Goring Thomas "A Summer Night" sung by Mrs. Bellios was the artistic and finished production on which the audience will benefit excepting the shareholders of the shipping companies. In present years the Orient has become eminently the theatre of commercial competition, but there seems to be something forced about it all. It does not resemble natural commercial growth and expansion of trade with a reasonable prospect of profits, but just ordinary speculation backed by the desire to develop trade. There are nowadays so many in the field that these adventures out of the path of steady progress seem to be considered necessary. Hence the T. K. K.'s dividend for last half year comes out of its reserves.

JAPAN.

(FROM OUR CORRESPONDENT.)

THE STOCK MARKET IN AUGUST.

Setting day for August constituted a bad record in the history of the Tokyo Stock Exchange, the number of shares being less than 50,000—a figure which is 25,000 below the dullest settlement during the war. During the boom nine months ago many a day's transactions were larger than the total for last month, which shows to what extent the market has fallen off since the debacle of January. Though there are many good omens, the market remains steadily depressed. Recently the Tokyo Electric Railway Co.—or electric tramway as it would be called in England—received the coveted and hard-fought-for sanction from the authorities to engage in electric lighting all over the city but, this had not the slightest effect on its stock, which by the end of August had fallen two points, or as much as those of the Tokyo Electric Light Co. itself, which has hitherto held a practical monopoly and must be severely hit by the competition.

SEPTEMBER.

No one at the beginning of the current month looked for any improvement in the market and all conditions seem to have combined against it, from the weather to international affairs. The critical period in the life of the rice plant has passed, but we are still in doubt as to the actual crop that is likely to be harvested, owing to the uncertain weather and the unusually low temperature for this season. The rice crop more than anything else represents the wealth of Japan. Some weeks must elapse before the crops are harvested, and one can only hope fervently that the weather will become more normal and seasonable than it has been for the past month. It is fortunate that the two most valuable crops, rice and silk, showed splendid prospective results, much above average years, though both having been greatly injured by bad weather, the yield is expected to be only slightly above average years. Once the country becomes confident of this, however, the effect will be seen in the improved conditions of trade and a rising stock market. It may be said that this is all the market is now waiting for, but at the time of writing there is no sign of a change for the better.

THE T. K. K.'S WITHDRAWAL.

The announcement that the Toyo Kisen Kaisha will withdraw its South American service is interesting in view of the new trans-Pacific lines that are projected. The Osaka Shosen Kaisha is now building five steamers for a service to Seattle and we read that a new American line is to start between Seattle, Vladivostok and Dalmat. All this in addition to the increasing efforts of other companies to secure a profitable share of trade. It looks as if everybody will benefit excepting the shareholders of the shipping companies. In present years the Orient has become eminently the theatre of commercial competition, but there seems to be something forced about it all. It does not resemble natural commercial growth and expansion of trade with a reasonable prospect of profits, but just ordinary speculation backed by the desire to develop trade. There are nowadays so many in the field that these adventures out of the path of steady progress seem to be considered necessary. Hence the T. K. K.'s dividend for last half year comes out of its reserves.

INSURANCE COMPANIES AND THE HAKODATE FIRE.

Investigation proved that the insurance companies were not by any means so heavily involved by the Hakodate fire as was first believed and from all accounts the companies have promptly or will speedily settle their liabilities. It has been rumoured that the Government would take drastic measures against those concerns shirking full settlement. This paternal attitude is not an uncommon one on the part of the Japanese Government in its relations with public companies, but if the companies do settle up fairly and squarely—in contrast to what happened after the San Francisco fire—that it may be put down as a good advertisement for the country, and will be carefully noted abroad. The losses, must severely affect the resources of several companies and weaken the best. It is probable in view of this that the manufacturers of Kyoto are now considering insuring with foreign concerns, as few Japanese companies could stand a repetition of the Hakodate disaster—which may come at any moment in cities built mainly of wood.

THE SALE OF INDECENT PICTURES.

A practice that has become the vogues sin ce the war is the exchange of postcards and of her correspondence between residents of Japan and England. The idea originated in this country, doubtless among that numerous class anxious to extend its knowledge of English. In at least one case the practice has been abused, for we read in the papers recently of a man in Osaka forwarding pornographic pictures to a private address in England. It may be in consequence of this exposure that a fresh campaign has been begun by the police against the sale of these pictures. The police of Tokyo have just succeeded in gathering in over 12,000 of them, some of which are valuable works of art (but the sinister twin of the artists). The colour work, in which Japan excels, is excellent, and in looking over these confiscated pictures, one's chief regret is that the artists do not use their skill to better purpose, as that it can be exposed to the light of day. Proper care must be taken at ordinary times by the authorities to prevent the evil work and insidious rumours that desperadoes are ever seeking to spread about, in order to create trouble and to give them the chance to pillage and plunder. Such attempts must be promptly and sternly dealt with and crushed. Should any district official be ignorant of the treatise or deal unfairly with Christians, or, on the other hand seek to carry favour with the Christians by dealing unjustly with non-Christians thereby creating a disturbance which may have most serious results, the guilty official or officials will be sternly dealt with, without mercy. Let this decree be made known to all.

THE JAPANESE LAKE DISTRICT.

Japan is increasing in popularity, year by year as a holiday resort for Chinese residents, and it is a matter of some difficulty to know how to spend the time most profitably and pleasantly. The great majority of visitors never fail to stay for a week or so at the favourite resorts of Miyajima or Hakone and generally ascending Fuji in the season,

but as the mountain is only open for this purpose some two months of the year, this does not suit those who choose the spring or autumn for their visits—and better seasons could not be chosen. Within a day's journey of Miyajima it is a beautiful lake district that is visited by only a very small proportion of tourists, presumably on account of its comparative inaccessibility. But it would be hard to find in the whole of Japan a country more charming than that lying to the north and west of Fuji Mountain. Here the gentle, flower beset, slopes of Fuji have many treasures to reveal—for the expenditure of a little trouble. The botanist would be delighted with the wealth of flowers and of her plants at all seasons of the year, with perhaps a brief exception during the months of January and February. Although there is no mountain climbing to be done in the ordinary sense of the word the tourist will insensibly reach an altitude of four or five thousand feet on these slopes and even the unscientific will be struck by the variation in the vegetation. In a day's trip through this flowery region the distribution of plants in relation to altitude can be observed more clearly than perhaps on any other mountain in Japan. Over a thousand species have been catalogued by the botanists, growing in forest and grassy plain, and besides there are vast tracts densely wooded, consisting of coniferous and broad-leaved trees with a jungle of undergrowth, the very thought of which is令人恐怖 (terrifying).

THE FINEST SELECTION OF WHISKY ON THE MARKET.

	IRISH	SCOTCH	AMERICAN
Dunville's V. R.	1 doz. Bottles \$15.00	P. O. S. Very Old Liqueur Our own bottling \$18.00	CLUB, Our Specialty Blend do. 14.00
Do. Special Liqueur	18.00	Special Selected do. 13.50	
Do. "Reserve" Liqueur	18.00	Choice Old Highland do. 10.00	
KING EDWARD		Glenlivet do. 8.50	
V.I.L. v. o. ligr.		John Dewar and Sons "Extra Special" 15.50	
(Gold Label)	Sole Agents for THE HIGHLAND DISTILLERS	Do. "Special" 14.00	
V.I.L. v. o. ligr.	19.00	JAMES BUCHANAN & CO., BLACK and WHITE, 16.00	
W.I.L. v. o. ligr.	Edinburgh	Teacher's Highland Cream Sole Agents 15.00	
W.I.L. v. o. ligr.	15.50	GOLD SEAL ... Dump Bottles 10.50	
W.I.L. v. o. ligr.	13.00	Red Seal ... do. 9.00	
H. Simpson & Co's HOUSE of LORDS, White Seal, Sole Agents 16.00		CANADIAN CLUB, Hiram Walker & Sons, Ltd. \$20.00	
D. & J. McCallum's PERFECTION, 20 years old Sole Agents 16.00		TAYLOR'S O.F.C. Pure Rye Sole Agents 20.00	
N.B.—We hold a large stock of Whiskies in application.		Fine Old Bourbon do. 19.00	
		Hayden's Bourbon do. 20.00	
		Wood, samples of which will be forwarded on application.	

Discount allowed in accordance with fluctuation of Exchange
H. PRICE & CO. LTD.
12, QUEEN'S ROAD CENTRAL.

THE ANGLO-RUSSIAN CONVENTION

According to Japan papers, the following is the substance of the Anglo-Russian Convention, signed at St. Petersburg on August 31.

PERSEA.

1.—The two Governments mutually engage to respect the integrity and independence of Persia, and testify their desire for the establishment of equal advantages for the trade and industry of other nations.

2.—Great Britain engages not to seek or support the political or commercial concessions beyond the line starting from Karshirin (on the frontier west of Tumansha) passing through Isfahan, Yezd, Kukhik and ending at a point on the Persian frontier where the Russian and Afghan frontiers intersect.

3.—Russia engages not to seek or support similar concessions beyond the line going from the Afghan frontier through Gezik, Birjand, Kerman and ending at Bandar Abbas.

4.—Great Britain and Russia mutually engage not to oppose, without previous arrangement with one another, concessions to each other's subjects in the regions situated between the lines as mentioned in paragraphs 2 and 3.

5.—Great Britain recognises Afghanistan as outside her sphere of influence and engages that all her political relations with Afghanistan shall be conducted through the British Government and that she will not send agents to Afghanistan.

6.—Having in view the treaty signed at Kabul on March 21, 1905, Great Britain engages not to annex or occupy any portion of Afghanistan, nor to interfere with her internal administration, provided that the Amur fulfills his engagements with the British Government under the above treaty.

7.—The Russian and Afghan authorities on the frontier may establish direct relations for the settlement of local questions of non-political character.

8.—The two Governments affirm their adherence to the principle of commercial equality.

9.—The two Governments agree to respect the territorial integrity of Tibet and to abstain from all interference in her internal administration.

10.—The two Governments recognize the suzerainty of China over Tibet and in conformity with that principle they engage not to enter into negotiations with Tibet except through the Chinese Government. This engagement shall not affect the British-Tibetan Convention of 1906, confirmed by the British-Chinese Convention of 1906.

11.—Neither Government shall send representatives to Lhasa.

12.—The two Governments agree not to seek or obtain, whether for themselves or their subjects, any concessions for railways, roads, telegraphs, mines or other in Tibet.

13.—The two Governments agree that no revenue of Tibet, in kind or cash shall be pledged or assigned to them or their subjects.

14.—Further stipulations provide for the intercourse of British and Russian Buddhist with the Dalai Lama, entry of scientific missions into Tibet and the British evacuation of Chumbi valley.

CHEAP RICE BOWLS.

In the Native Customs Trade Returns, Quinquennial reports, is an interesting reference to the rice bowls made at Wan-yoo on the mainland, opposite Santa, 70 miles north of Foochow. The bowls are of two kinds, known respectively as "Ningpo" and "Shantung." The former weigh half a catty each, and are of slightly finer quality and more finished appearance than the Shantung variety, 2.0 of which go to the pail. A skilled potter can turn out on his wheel more than 60 of these bowls a day. After being dried on rafters in the shade, each bowl is decorated with a couch design, painted on the sides by small girls with an ordinary Chinese pea. The colouring is made from a kind of blue clay, which is brought from the island of Quemoy, near Amoy. The bowls are then dipped into a glazing solution, composed of lime and burnt chalk, after which they are packed in pairs in a rough clay mould, and arranged inside the kilns for the final process—baking. The kilns are built against the sloping hillside, and the branches of pine tree, or trimmings from those that have been cut down for firewood, serve as fuel. The pottery is a large wooden water-wheel, to which is attached a pestle arrangement for pounding the dry stuff into powder. There is a plentiful supply of excellent "kao tsai," from which the bowls are made, not only at

NOTICE.

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NEW ADVERTISEMENTS

NOTICE.

THE PROSPECTUS of the EASTERN FIBRE CO., LTD., the New Company being formed for the treatment of RAMIE by a New Process, may be obtained at the Hongkong and Shanghai Banking Corporation. Hongkong, 11th October, 1907. 1646

ROOMS WANTED.

WANTED Two FURNISHED ROOMS within easy distance of Clock Tower. Bath and Breakfast only. State terms. Apply to— BOX 934 Care of "Daily Press" Office. Hongkong, 11th October, 1907. 1645



SANITARY BOARD OFFICE,
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kau-lung, occupied by members of more than one family must be CLEANSED and LIME WASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase; all cubicle partitions, stair casings and stair linings; all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandas.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-tai service Reservoir to the Northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of October, 1907. 1647

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE" will be despatched for VLADIVOSTOCK (via SHANGHAI) on or about WEDNESDAY, the 30th October.

For Freight and further particulars, apply to DODD WELL & CO., LTD.

Agents.

Hongkong, 11th October, 1907. 1648

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 14th inst., will be fanned at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE MATTHESON & CO., LTD.

General Managers.

Hongkong, 10th October, 1907. 18

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. This vessel brings Cargo from—

Fiume ex s.s. "Hungaria."

Venice ex s.s. "Espero."

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwritten before noon on the 17th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 11th October, 1907. 3

C H E U N W O O.

(Established 1845)

S H A P C H A N D L E R, S T E V E P O R E, S H I P'S P R O V I S I O N A N D N A V Y C O N T R A C T O R S, C O A L M A R C H A N T, & C. No. 43, CONNAUGHT ROAD CENTRAL, Hongkong, 10th October, 1907. 1641

A GRAND PROMENADE CONCERT WILL BE HELD ON THE VOLUNTEER PARADE GROUND ON MONDAY, THE 14TH INST., AT 9.15 P.M.

The Concert will be aid to the following charities:

THE LADIES' BENEFICIAL SOC. ETC.

THE SEAMEN'S MISSION.

Tickets :2 and \$1 can be obtained from VOLUNTEER HEADQUARTERS and MESSRS. KELLY & WAISH, LTD.

Hongkong, 8th October, 1907. 1651

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"I, _____, being desirous of purchasing a copy of the Twentieth Century Impressions of Hongkong and Shanghai and Treaty Ports, hereby undertake, as a condition of the purchase, that I will neither take nor send the book, directly or indirectly, to any part of the territory to which it relates."

A printed slip setting forth the conditions under which the book is sold will also be inserted in every copy that is not intended for use in Hongkong, Shanghai or Treaty Ports.

LLOYD'S GREATER BRITAIN PUBLISHING CO., LTD., 33, QUEEN'S ROAD, CENTRAL.

PRESS REVIEWS OF PREVIOUS WORKS.

THE GUARDIAN, July 10, 1907.

Books of Reference.

It would be difficult to find a book of reference more trustworthy or more complete."

THE TIMES LITERARY SUPPLEMENT, July 12, 1907.

Twenty-first Century Impressions of Ceylon is, perhaps, not a very appropriate title for a book which aims at conveying something very much more than mere impressions. The volume is extremely handsome and ornamental, the binding is magnificent, the paper excellent, the illustrations, which are said to number 3,000, admirable executed. There is much valuable information regarding tea and rubber cultivation, pearl fisheries, and every branch of trade and industry practised in the Island."

THE SPECTATOR, July 1, 1907.

"Twenty-first Century Impressions of Ceylon (Lloyd's Greater Britain Publishing Company, Limited).—This very sumptuous volume, with its 876 quarto pages and its illustrative photographs, numbering nearly 3,000, is well worthy of its object."

THE SCOTSMAN, May 23, 1907.

Yet by whatever biographical name it is described, it is an invaluable companion of facts and figures for engineers specially interested in the present state of Ceylon; and its material features, it should be added, reflect credit upon everyone concerned in its production.

Dated this 21st day of September, 1907.

JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central, Hongkong,

and

IN THE MATTER OF THE COMPANIES ORDINANCES OF HONGKONG.

THE CHIEF JUSTICE IN THE MATTER OF THE HOTEL DES COLONIES COMPANY, LIMITED, AND REDUCED.

ORIGINAL JURISDICTION.

IN THE SUPREME COURT OF HONGKONG.

THE CHIEF JUSTICE IN THE MATTER OF THE HOTEL DES COLONIES COMPANY, LIMITED, AND REDUCED.

IN THE MATTER OF THE COMPANIES ORDINANCES OF HONGKONG.

NOTICE IS HEREBY GIVEN that a Petition presented to the Supreme Court of Hongkong in its Original Jurisdiction on the 29th day of August, 1907 for confirming a Special Resolution reducing the Capital of the above mentioned Company from Taels 225,000 (Shanghai Syces) to Taels 112,500 (Shanghai Syces) is directed to be heard before His Honour on the 23rd day of October, 1907. Any Creditor or Shareholder of the Company desirous to oppose the making of an Order for the reduction of the Capital of the said Company under the above Ordinance should appear at the time of hearing by himself or his Counsel for that purpose. And if any of the Petition will be passed, it is directed to any Creditor or Shareholder of the Company requiring the same by the underlined on payment of the regulated charges for the same.

Dated this 21st day of September, 1907.

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IN THE MATTER OF THE COMPANIES ORDINANCES OF HONGKONG.

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Dated this 21st day of September, 1907.

JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central, Hongkong,

and

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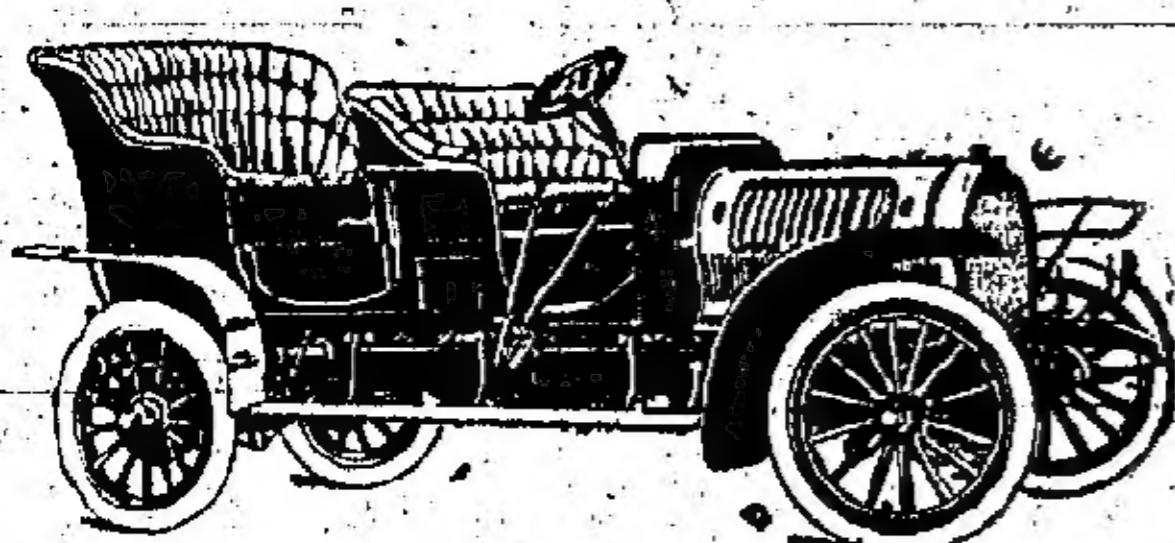
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Dated this 21st day of September, 1907.

JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central, Hongkong,



TO INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade-discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907.

138

ARGYLL MOTORS, LTD.

ALEXANDRIA GLASGOW.

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS, LONDON, LTD.
17, NEWBOLD ST., OXFORD CIR.

AGENTS IN THE FAR EAST

BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON
Talakotie, Ceylon; G. HENDERSON & CO., Calcutta;
SYME & CO., Singapore; ROWE & CO., Rangoon;
LOUIS T. LEONOWENS LTD., Bangkok.

1581

JAPANESE BEER.

"YEBISU" "SAPPORO" "ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions. The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907.

139

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxurious appointed and punctual steamers on the line. Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.

Hongkong, 27th September, 1907.

Agents.

1402

S I E N T I N G.

NOTICE TO KOWLOON RESIDENTS

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1907. 1540

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, M. H. RUTTON JEE'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S EXCELSIOR WHARF STALL, Hongkong, 22nd December, 1903.

MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

Automobile talk still revolves around racing and reliability contests and their comparative utility. The consensus of opinion is strongly in favour of the latter, but little more enthusiasm is being shown in Brooklands although the executive have brightened their meetings by introducing races in which the handicapping is based on distance. British manufacturers as a body with the notable exceptions of Mr. S. F. Edge and Mr. D. M. Weigel, are fighting shy of continental racing, and even France herself is not so keen on the origin of speed now that she has been so utterly eclipsed by the flying wonders of Italian brand. Even Baron Crawford has failed to raise any interest in this country in his endeavour to resurrect the good old sporting Gordon Bennett event. In addition the international Vanderbilt Cup scramble of America has fallen through, and the Germans, also in deadly fear of Italian prowess, are relinquishing the Harcourt trophy race for the future. The world has had its fill of racing. Next season will see the triumph of true trials.

Prince Borghese and the remarkable journey he made through the fastnesses of Central Asia still hold our admiration. The papers bristle with facts and fancies about the great drive, but there are one or two facts brought forward in an interview which a friend of mine had with the Italian noble himself that have not been dwelt upon in the general press. The most strenuous trials in this country are those annually held by the Scottish A.C., and in these the cars are required to run for six days an average distance of 160 miles a day. Now compare this with the record of the Itala in the Peking-Paris race. Deducting the days the Prince rested or the car travelled under other than its own power, an average speed over the alleged roads of China and Siberia of 140 miles a day was accomplished, and during a period four or five times longer than that of the Scottish ordeal. Through the nerve racking days when crossing the sun stricken Gobi desert four hundred miles a day were covered. The closer one analyses the Peking-Paris performance the more one realises what triumph for traction it was. Curious, isn't it, that some of our busy advertisement seekers, always so ready to scatter challenges right and left, have not shown a characteristic eagerness to take the shine out of this transcontinental record?

In the words of the genial president of the popular Motor Club (which by the way all colonials should join when visiting England), there is going to be "some crimson fun" in Automobile circles in this country next year. The Prophets foretell brisk business for the Official Receiver; already war has been declared between two of the most powerful associations; and it is quite likely that the power of the somewhat too royal automobile club will be considerably pruned. The last named body are attempting to promote a 2,000 miles reliability trial just at the time when everybody in connection with the trade will be, or should be, fully occupied in testing cars. Probably recognising the likelihood of a lack of support, the officials have accordingly approached the Scottish A.C., whose trials form the most popular event of the motorists' year, with a view to an amalgamation of the two competitions. The hard headed canny Scot, however, has politely declined to allow his own sweetly simple and straightforward organisation to be entangled in the meshes of officialdom, or their success jeopardised by the intricate formulae and intrigues apparently inseparable from the enterprises of the peers of Piccadilly.

AN AWFUL FEELING!

Haunted by Strange Fears; Weak, Nervous and Tortured with Indigestion.

that table to be based on the teaching of Holy Scripture, as interpreted by the reasonable judgment of the Church of Christ throughout the Christian centuries."

Mr. Paynor Allen, secretary of the Marriage Law Reform Association, expressed his views to a Press representative respecting the Bishop of London's letter to the clergy of his diocese. He said:—"The letter will be noticed by the society from the point of view of the Church's stand and morality. It is an extremely ill-advised letter. As to what action the London clergy will take, my distinct opinion, judging from all previous experience, is that the majority will be indisposed to obey the Bishop's advice, and that some of them will certainly protest against it in the most emphatic manner."

The Bishop of Salisbury, preaching at Trowbridge recently, said he did not wish to minimize the great blow which the Church had received by the passing of the Deceased Wife's Sister Act. There never was a time when marriages within prohibited degrees were acknowledged to be lawful by the Church. They did not deny the right to the State if chose to alter the civil marriage laws, but they claimed that the State had made a mistake in its own interest. They claimed to have separate laws for the Church and for the State on the matter. He urged them to keep the law of the Church, and not use the liberty which the State had unfortunately given them. They would thereby support what he believed would be the unanimous view of the bishops.

JAPAN AND THE STEEL TRADE.

In his report on the trade of Nagasaki, Mr. C. G. Playfair makes an important statement with regard to the steel industry. "I am informed on good authority," he says, "that the Imperial Steel Works at Wakamatsu (now Shinanoosaki) are about to submit to a series of tests before Lloyd's surveyor at Nagasaki the Siemens' mild steel made by them, their object in so doing being to have their name added to the list of approved foreign firms who make steel to be used in the construction of ship or boiler material for vessels classed at Lloyd's. Thus they hope to accomplish, by the end of 1907, their success, which would seriously affect the export of steel and shipbuilding material from the United Kingdom, whilst it would also deprive a number of British steamer of much valuable freight."

As regards trade generally, it presents, says Mr. Playfair, no special features. The requirements of the Government dockyard at Sasebo and the private one at this port belonging to the Mitsubishi Bishi Company are responsible for large imports of a certain class, although Sasebo is apparently no longer in need of Cardiff coal. The detection of trade to Moji, noticed in the report for 1905 still continues, and may be expected to do so. The explanation probably is that Moji is on the direct trade route to Kobe and Yokohama and is by nature better fitted to be a distributing centre than Nagasaki. It is only the rapidity of the current and the exposed nature of the harbour which prevents mail steamers making Moji their coaling port in preference to Nagasaki. Coal there is cheaper than here, so that many steamers from European ports—other than those conveying the mails—call at Moji both on the outward and homeward voyage, while they only call at Nagasaki on the outward voyage.

A word of warning is given to those who might contemplate seeking employment in Japan. "In spite of the utterances of certain speakers, as lately reported in British newspapers," says the Consul, "it cannot be too strongly insisted upon that in Japan, and especially in Nagasaki, the industrial conditions are not such as to warrant the influx of unskilled labour, and any persons coming here in search of employment are doomed to disappointment."

LONG-SUFFERING GIRL CURED BY MOTHER SEIGEL'S SYRUP.

Have you ever experienced that haunting dread of something awful about to happen, of a terrible, unknowable calamity that is to crush you? That is the feeling that weighed on Miss Martha Bannister, of 4 Arden Cottages, West Malvern, and made her life a misery. It comes of shattered nerves and irregular action of the heart, due to indigestion. In a statement dated January 8th, 1907, Miss Bannister says:

"I lost all appetite, and soon found myself so weak and run down that I could not work. I had constant headaches, often with dizziness, and was tortured with wind and stomach pains. My nerves got so weak that I could hardly keep still. I cannot describe how I felt sometimes; it was as if awful things were going to happen, and I used to throw myself on the couch crying helplessly, 'Oh, Mother, Mother!' Often I went into a half-fainting state, hardly knowing where I was. Nothing did me any good and I was so weak that I was helpless. All the life seemed to be going out of me."

"It was when the doctor failed that my mother got me—a Mother Seigel's Syrup, and that was the first thing to do me any good. It put an end to the wind and headaches, and quieted my nerves; my appetite came back, and I was quite well again."

Think what suffering Miss Bannister would have avoided had she taken Mother Seigel's Syrup at first. Fully realises this, and you will not neglect the early symptoms of indigestion or biliousness with such a remedy at hand. 58.11

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR.

FROM 1ST JANUARY, 1851, TO 31ST DECEMBER 1901, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 29TH YEAR OF KWONG SU.

PRICE \$2 CASH.

On Sale at the HONGKONG DAILY PRESS OFFICES, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post free to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907, With INDEX. Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office.

Hongkong, 26th July 1907. 94

S. MOOTRIE & CO. LTD.

TO LET.

TO LET.

LARGE AND SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PLAYA EAST, formerly in the occupation of the Admiralty.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1907. 809

TO LET.

SHOPS and FLATS in DES VŒUX Road, Central.

No. 8, CAMERON TERRACE, Kowloon.
No. 14, SALISBURY AVENUE, Kowloon.
No. 3, EAST TERRACE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 15th July, 1907. 1155

TO LET.

GLENWOOD CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, over Caldecott MacGregor.

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINS IN ROAD.

"THE BYRNE" PAK (Furnished) for 3 Months from 1st September 1907. Cheap Rental.

BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.

No. 6, DES VŒUX VILLAS, PEAK.

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House). Apply to—
LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 25th September, 1907. 1102

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—
SECRETARY, A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. (80)

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—
ARRATOON V. APCAR & CO., 45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT, Nippon Yuen Kaisha.

Hongkong, 3rd June, 1907. 197

TO LET.

COLD STORAGE.

Sold in two sizes by all Chemists and Stores, and Watkin, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—
JARDINE MATHESON & CO., LTD.

Hongkong, 24th June, 1907. 1104

TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE— IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
"K."

Care of "Daily Press" Office, Hongkong, 3rd May, 1907. 370

TO BE LET.

A S from the 1st August next, No. 4, MORRISON HILL.

Apply to—
MESSRS. JARDINE, MATHESON & CO., LTD.

Hongkong, 1st July, 1907. 1151

TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 93, 96, 97 and 100, Praya East.

Apply to—
CHATER & MODY, Victoria Buildings.

Hongkong, 20th June, 1907. 1939

TO LET.

"STONHEVED" 32, Robinson Road.

No. 52, CAINE ROAD.

Nos. 27, 29, 31 and 33, SEYMOUR ROAD.

Apply to—
SAM WANG CO. LTD., 31, Queen's Road Central.

Hongkong, 22nd July, 1907. 103

TO LET.

SHIPPING.

ARRIVALS.

CHANGCHOW, British str., 1,203, H. J. Walker, 10th Oct.—Tientsin Sept. 29th, Chefoo 30th, Amoy Oct. 6th, and Swatow 9th. General—Butterfield & Swire.
CHINA, Austrian str., 5,999, A. de Petris, 9th October—Trieste and Singapore 4th Oct., General—Sander, Wieland & Co.
FLICANO, American gunboat, 690, Lt. Comdr. J. L. Jayne, 9th Oct.—Swatow 8th Oct.
FUCHING, Chinese str., 10th Oct.—Canton.
FOOKKANG, British str., 1,087, T. A. Mitchell, 10th Oct.—Calcutta 25th Sept., General—Jardine, Matheson & Co.
FRITHJOF, Norwegian str., 891, O. Andersen, 10th October—Swatow 9th Oct., General—Ola Shosen Keisha.
JACOB DIEDERICHSSEN, German str., 623, Ulstrup, 10th October—Pakhoi Oct. 7th, and Hollow 9th. General—Johson & Co.
KJELD, Norwegian str., 910, Hellier, 10th Oct.—Semarang 29th Sept., Sunda and Pine Nuts—Angard, Thoresen & Co.
KEEMUN, British str., 1,366, R. J. Conrad, 10th October—Liverpool 20th August, General—Butterfield & Swire.
MCCLELLAN, American gunboat, 3,006, A. D. Lothrop, 10th Oct.—Manila 7th Oct.
MONTANA, American str., 2154, H. G. Robert, 10th October—Kuching 4th Oct., General—Mitsui Bussan Keisha.
SHAOSHING, British str., 10th Oct.—Canton.
SWATOW, British str., 2,950, W. E. Steele, 9th October—Chung-wan-tze 4th Oct.—Gibb, Livingston & Co.
TAIWAN, British str., 1,042, J. A. Martin, 9th October—Saigon 4th October, General—Chinese.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
10th October.
Amara, British str., for Amy.
Batching, British str., for Swatow.
Eaton, French str., for Hoihow.
Kuchischa, German str., for Swatow.
Anilo, German str., for Manila.
Perio, British str., for San Francisco.
Pouchon, British str., for Moji.
Taikwan Maru, Japanese str., for Kobe.
Ujina Maru, Japanese str., for Sourabaya.

DEPARTURES.

10th October.
CHANGSHA, British str., for Meinao.
CHEONGMING, British str., for Canton.
COEBEN, German str., for Europe, &c.
HANOI, French str., for Haiphong.
JASON, British str., for Shanghai.
KABATO MARU, Japanese str., for Karatsu.
NAMUR, British str., for Singapore.
NICHIBI MARU, Japanese str., for Canton.
NORE, British str., for Shanghai.
PAOTING, British str., for Shanghai.
ROON, German str., for Shanghai.
SUNGKIAN, British str., for Cebu.
TAIBEHU, Chinese str., for Canton.
SHIPPING REPORTS.
The Austrian str. "China" reports: Fine weather, light Southerly wind.
The British str. "Pookay" reports: Light winds, fine clear weather, smooth sea.
The British str. "Stoway" reports: Light variable winds, smooth sea with slight Easterly swell and occasional heavy rain.
The British str. "Chengchow" reports: Fine weather throughout the passage strong N.E. wind and sea from Swatow down.

VESSELS IN DOCK.

October 10th.
ABERDEEN DOCKS.—
KOWLOON DOCKS—Amara, H. M. S. Otter,
Macher, Deli, Progress, Manbar, Helene,
COSMOPOLITAN, LOCER, Luneshan, Proteus.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Capt. A. E. Hodges will be despatched for the above Ports TO-MORROW, the 11th October, at 9 A.M. For Freight or Passage, apply to DOUGLAS, LA PAIAK & Co., General Managers, Hongkong, 8th October, 1907. 1633

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 12th October, at 3 P.M., instead of as previously advertised. For Freight or Passage, apply to DAVID SASOON & Co., Ltd., Agents, Hongkong, 10th October, 1907. 1618

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO

SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"

Capt. A. de Petris, will leave for the above places on MONDAY, the 11th inst., as previously advertised. This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess. For Freight or Passage, apply to Sander, Wieland & Co., Agents, Princ's Building, Hongkong, 11th October, 1907. 3

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE & BOMBAY.

THE Company's Steamship

"ISTOK"

Capt. M. Tico, will leave for the above Ports on FRIDAY, the 13th inst. For Freight, apply to Sander, Wieland & Co., Agents, Princ's Building, Hongkong, 5th October, 1907. 1622

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE & BOMBAY.

THE Company's Steamship

"INDIA"

Capt. M. Tico, will leave for the above Ports on FRIDAY, the 13th inst. For Freight, apply to Sander, Wieland & Co., Agents, Princ's Building, Hongkong, 5th October, 1907. 1622

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K" nearest Hong Kong; "L" midway between Hong Kong and Kowloon; "M" and those vessels berthed at the Kowloon Wharf "N.W." together with the number denoting the section.

SHOTS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to West Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	OCEANA	Brit str.	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.	
MARSEILLE, HAVRE & COPIENHAGEN	INDIA	Dan str.	C. Schmitz	MESSENGERS MARITIME	On 15th inst. at 1 P.M.	
HAVRE & HAMBURG via STRAITS, &c.	INDIA	Ger str.	Hildebrandt	MELCHERS & CO.	On 24th inst.	
HAVRE & HAMBURG via STRAITS, &c.	INDIA	Ger str.	Selmer	HAMBURG-AMERIKA LINIE	On 19th inst.	
HAVRE & HAMBURG via STRAITS, &c.	INDIA	Ger str.	Girstenbräu	HAMBURG-AMERIKA LINIE	On 12th November.	
HAVRE & HAMBURG via STRAITS, &c.	INDIA	Ger str.	Jüger	HAMBURG-AMERIKA LINIE	On 26th November.	
HAVRE & HAMBURG via STRAITS, &c.	INDIA	Ger str.	Bahle	HAMBURG-AMERIKA LINIE	On 30th inst.	
TRISTRIE, &c. via SINGAPORE, &c.	INDIA	Aus str.	P. Craglietto	HAMBURG-AMERIKA LINIE	On 11th December.	
ODESSA	NIJNI NOVGOROD	Rus str.	Sander, Wieland & Co.	MELCHERS & CO.	About 25th inst., P.M.	
NEW YORK via PORTS & SUEZ CANAL	HEADLEY	Aus str.	ARNOLD, KARBERG & Co.	On 18th inst.		
VANCOUVER via SHANGHAI JAPAN, &c.	OCEAN MONARCH	Aus str.	SHEWAN TOMES & Co.	About 25th inst.		
VICTORIA (B.C.) & TACOMA via JAPAN	MONTRÉAL	Brit str.	CANADIAN PACIFIC R. Co.	On 2nd November.		
CALLAO and IQUIQUE, via JAPAN PORTS, &c.	KUMERIC	Brit str.	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 P.M.		
KATHARINE PARK, via JAPAN PORTS, &c.	KUMERIC	Brit str.	DODWELL & CO. LTD.	On 6th Nov., at Noon.		
TAIKUAN	KUMERIC	Brit str.	TOYOKISEN KAISHA	On 25th inst.		
EMPIRE	KUMERIC	Brit str.	BUTTERFIELD & SWIRE	End of November.		
CHINCU	KUMERIC	Brit str.	W. B. Brown	TO LEVANZO	On 26th inst., at 4 P.M.	
CHONGMING	KUMERIC	Brit str.	W. von Sanden	At Bombay the Steamer is discharging in Victoria Dock.	On 26th inst., at Noon.	
KUMICHO	KUMERIC	Brit str.	Zwart	For further particulars regarding Freight and Passage, apply to CARLOWLYZ & Co.	TO MORROW.	
KWANTUNG	KUMERIC	Brit str.	T. H. Lishman	Agents.	Agents.	
YUNSIANG	KUMERIC	Brit str.	G. Hooker	Hongkong, 8th October, 1907.	4	
YUNSIANG	KUMERIC	Brit str.	Dowson	THE RUSSIAN VOLUNTEER FLEET.	THE Steamship	
FOOKSANG	KUMERIC	Brit str.	O. Jones, R.N.R.	"NIJNI NOVGOROD,"	will be ready to load here as above on 18th October.	
SITHONIA	KUMERIC	Brit str.	G. Phillips	For Freight, apply to MELCHERS & CO.	For Freight apply to ARTHUR KARBERG & Co.	
ARCADIA	KUMERIC	Brit str.	W. S. Thomas	Agents.	Agents.	
SILESIA	KUMERIC	Brit str.	A. E. Sandbach	Hongkong, 3rd October, 1907.	1426	
SIAM	KUMERIC	Dan str.	JARDINE, MATTHESON & CO. LTD.	THE AMERICAN AND ORIENTAL LINE.	THE Steamship	
FUKUJIMA	KUMERIC	Dan str.	O. Anderson	"NIJNI NOVGOROD,"	"HEADLEY,"	
FUKUJIMA	KUMERIC	Dan str.	T. Itc.	will be despatched as above on about SATURDAY, the 26th October.	will be despatched for the above Ports on or about SATURDAY, the 26th October.	
SWATOW & SHANGHAI	KUMERIC	Dan str.	L. D. Northcombe	For Freight apply to ARTHUR KARBERG & Co.	For Freight apply to GIBR'L LIVINGSTON & Co.	
SWATOW & SHANGHAI	KUMERIC	Dan str.	A. E. Hodges	Agents.	Agents.	
KUCHANG	KUMERIC	Dan str.	F. Northcombe	Hongkong, 7th October, 1907.	1512	
DALIN MARU	KUMERIC	Dan str.	H. A. Wavell	EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.	FOR NEW YORK.	
SINGAN	KUMERIC	Dan str.	I. Sakurai	will be despatched as above on or about SATURDAY, the 26th October.	(With Liberty to Call at the Malabar Coast.)	
LOONGSHANG	KUMERIC	Dan str.	S. J. Payne	This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.	THE Steamship	
RUBI	KUMERIC	Dan str.	R. Almond	This Steamer is installed throughout with the Electric Light.	"HEADLEY,"	
TEAN	KUMERIC	Dan str.	A. Sommerville	A Stewardess and a duly qualified Surgeon are carried.	CAPTAIN HELMS, will be despatched as above on SATURDAY, the 26th, at Noon.	
YUNSIANG	KUMERIC	Dan str.	T. Meyrick	N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.	THE Steamship	
ZAFIRO	KUMERIC	Dan str.	A. Fraser	For Passage, apply to GIBR'L LIVINGSTON & Co.	"EMPIRE,"	
KAIPOONG	KUMERIC	Dan str.	E. Finlayson	Agents.	Captain HELMS, will be despatched as above on SATURDAY, the 26th, at Noon.	
CATHERINE APCAR	KUMERIC	Dan str.	W. D. Thomas	On 15th inst., at 4 P.M.	THE Steamship	
ISTOK	KUMERIC	Aus str.	M. Tico	On 18th inst., at 4 P.M.	"NIJNI NOVGOROD,"	
KUTSANG	KUMERIC	Aus str.	Bradley	On 18th inst., at Noon.	will be despatched as above on about SATURDAY, the 26th October.	
KUMANG	KUMERIC	Aus str.	E. J. Buller	On 24th inst., at Noon.	TO LEVANZO.	
LEVANZO	KUMERIC	Aus str.	Belaito	TO-day, at Noon.	TO MORROW.	
TJIMAH	KUMERIC	Dan str.	de Brouwers	Quick despatch.	THE RUSSIAN VOLUNTEER FLEET.	

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

- MANILA "LOONGSANG" Friday, 11th Oct., 4 P.M.
- SHANGHAI "YIKSANG" Saturday, 12th Oct., 4 P.M.
- TIENTSIN via SWATOW & CHEFOO "CHERONGSHING" Sunday, 13th Oct., D'light
- SHANGHAI via SWATOW "HANGSANG" Sunday, 13th Oct., D'light
- ST'HL YOKOBAMA, KOBE & MOJI "FOOKSANG" Monday, 14th Oct., 4 P.M.
- MANILA "WOSANG" Monday, 14th Oct., 4 P.M.
- SINGAPORE, PENANG & CALCUTTA "KUTSANG" Friday, 18th Oct., 4 P.M.
- SINGAPORE, PENANG & CALCUTTA "KUMSANG" Thursday, 24th Oct., Noon.

REDUCED FARES TO STRAITS AND CALCUTTA

Hongkong to Singapore 1st Class Single \$ 65. Return \$100
Penang " 65. " 120
Calcutta " 165. " 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD., GENERAL MANAGERS, Hongkong, 11th October, 1907.

HONGKONG—MANILA.

Highest Class, newest and most luxurious Steamers between Hongkong and Manila. Saloon and cabin Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamers Tons Captain Sailing Date.

KUMERIC ... 6,238 D. Baird ... On 25th October.

SHAWMUT ... 3,606 E. V. Roberts ... On 6th November.

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures cleanliness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to BODWELL & CO., LIMITED.

Hongkong, 4th October, 1907.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NORE, YOKOHAMA	Capt. G. Phillips	About 10th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, CANDIA, YOKOHAMA	Capt. O. Jones, R.N.E.	About 12th Oct.	Freight only.
SHANGHAI, ARCADIA	Capt. A. L. Valenti	About 18th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS, OCEANA	Capt. W. Hayward, R.N.E.	Noon, 19th Oct.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 7th October, 1907.

**CHINA NAVIGATION CO.,
LIMITED.**

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOSHING"	On 11th Oct., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 13th Oct., 4 P.M.
SWATOW and SHANGHAI	"YUCHOW"	On 15th Oct., 4 P.M.
MANILA	"TEAN"	On 15th Oct., 4 P.M.
SWATOW and SHANGHAI	"KUIKIANG"	On 18th Oct., 4 P.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 18th Oct., 4 P.M.
CEBU and ILLOO	"KALFONG"	On 19th Oct., 4 P.M.
CHEFOO and NEWCHANGWAN	"KWEIYANG"	On 19th Oct., 4 P.M.
MANILA, ZAMBOANGA PORT		
DARWIN, THURSDAY ISLAND, COOK TOWN, CAILENS,	"TAIYUAN"	On 26th Oct., 4 P.M.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

I Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIBR, Agents.

Hongkong, 11th October, 1907.

**NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Thursday, 18th October.
For further Particulars, apply to		

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 10th October, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING	SUNDAY, 13th Oct.
TAMSUI VIA SWATOW	"DAIJIN MARU"	at 9 A.M.	Capt. I. SAKURAI
AND AMOY			
ANPING VIA SWATOW	"FUKUSHIMA MARU"	WED'DAY, 16th Oct.	Capt. T. Ito
AND AMOY		at Daylight	
FOOCHEE VIA SWATOW	"FRITHJOE"	SUNDAY, 13th Oct.	Capt. O. Anderson
AND AMOY		at 9 A.M.	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. + Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th October, 1907.

T. ARIMA, Manager.

14.

**CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPEROR OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPEROR OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPEROR OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 NOON.

The Quickest route to CANADA, UNITED STATES, and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALatial "EMPEROR" Steamships, 14,500 tons register. The through transit Liverpool being 22½ days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 271.10

Intermediate or Steamer 240, " 242.

First Class rates include cost of Meals and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, offering superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPESIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUJBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TUJMAHI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TUJKINI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TUJPANAS	JAVA	First half of Nov.	JAVA PORTS	First half of Nov.
TUJLIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TUJLATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 875.

NOTICES TO CONSIGNEES.

NAVIGAZIONE GENERALE ITALIANA
(Flori and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to re-charge.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th October, at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 7th October, 1907.

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

M. B. S. GILLANDERS

"CLAREMONT,"

2 & 4, KENNEDY ROAD,

Hongkong, 9th February, 1907. 1530

FIRST-CLASS BOARD & RESIDENCE

AT "BRAESIDE."

A LARGE AND COMMODIOUS

RESIDENCE standing in its own

ground, with Tennis Courts, Good Dining and

Reception Rooms, Large airy and well

appointed Bedchambers, every home comfort.

View of the Harbour; Terms moderate.

Apply to Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road

(into of "Tang Yuen," Hongkong, 27th June, 1905.

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Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG

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BETTER THAN COPAIBA

